

**Kirkland Transportation Commission**  
**Meeting Notes**  
**Wednesday, July 24, 2019**

An audio recording of the meeting is available on the [Transportation Commission Page](#) of the City website.

**Call to Order**

Chair McConnell called the meeting to order at approximately 6:00 PM.

Members Present:

<input checked="" type="checkbox"/> Kurt Ahrensfield	<input type="checkbox"/> Brayden Brackett	<input checked="" type="checkbox"/> Ken Dueker	<input checked="" type="checkbox"/> Faith DeBolt
<input type="checkbox"/> Doug Jacobson	<input type="checkbox"/> Terry Marpert	<input checked="" type="checkbox"/> Lisa McConnell	<input checked="" type="checkbox"/> John Perlic

Kirkland Staff Present: Kathy Brown, Kimberly Scrivner and Rod Steitzer, Public Works Department

Other Staff Present: Vic Stover and Grace Carlson, King County Metro

**Review of past meeting notes**

Notes from the June 26, 2019 meetings were unanimously approved subject to the following amendment:

Ensure that the June 26 meeting notes reflect that the Commission unanimously supported the RapidRide 1027 alignment to Totem Lake but the Commission did not come to a consensus on the alignment south of downtown Kirkland.

**Items from the Audience**

None.

**RapidRide 1027**

Vic Stover, the RapidRide 1027 Line Lead and Grace Carlson, the RapidRide 1027 Service Planner from King County Metro presented the Commission with the conclusions from the north end alternatives analysis of this RapidRide line. While Totem Lake is the terminus of the representative alignment in Metro Connects, Metro evaluated both Totem Lake and Redmond as options for the north endpoint of the 1027 line based on community feedback during the outreach process for the North Eastside Mobility Project. Metro staff shared with the Commission criteria that was used in this analysis including corridor characteristics, service considerations, community and regional feedback, implications to other routes, and speed and reliability.

While both endpoints provided positive and negative trade-offs, the analysis did not show that serving Redmond provided distinct advantages over Totem Lake enough to depart from the Metro Connects plan. Therefore, Totem Lake will remain the north-end terminus of RapidRide 1027 and Metro will now proceed with their evaluation of the entire corridor including various alternatives from Totem Lake to South Bellevue. The representative alignment currently covers portions of the 234, 235, 255 and the 271 but Metro will also be looking at an alternative route on the east side of I-405 along 124<sup>th</sup> Ave NE to NE 85<sup>th</sup> St which would serve the future 85<sup>th</sup>/ I-405 BRT station. Metro did express that the alignment along 124<sup>th</sup> Ave NE is a very strong candidate, they did note that the evaluation process has just begun and that there will be multiple options that they may look at. The evaluation process is expected to begin in August and community engagement around alignment alternatives will begin in Fall of 2019.

The Commission offered additional feedback including concern about impacts to the 255, they noted their preference for the alignment along 124<sup>th</sup> Ave NE, and one Commissioner offered a suggestion that they consider connecting to Lake Washington Institute of Technology. They also suggested that Metro communicate the representative alignment by the future routes that will be on-line from the North Eastside Mobility Project instead of communicating routes that will go away come 2020 and to somehow communicate this as a system as much as feasible. They also encouraged Metro to communicate the benefit to the community in terms of destinations.

### **Capital Improvement Program (CIP) and Project Update**

Rod Steitzer, Kirkland's CIP Manager provided an update on the implementation of the CIP in comparison to the funding allocation targets included in the Transportation Master Plan (TMP) and also provided an update on the status of individual CIP projects.

In order to better align the policies in the TMP with the implementation of the CIP and to better prioritize projects, Kirkland identified mode split targets in the categories of pedestrian, bicycle, transit, vehicle and other types of projects which identifies a certain dollar amount, in terms of projected revenues, per mode as a target which are essentially target percentages. This was an effort to divide the 20-year projections into multimodal policies to revamp the CIP. Some projects were already planned and some categories have moved faster than others so each year, the Public Works department evaluates how to get closer to the mode split that the 20-year plan is projecting.

Rod showed the Commission a list of projects that are underway now and that will soon be under construction this year. He noted that 2019 has been a huge year for construction and that three projects have been completed early. He also noted that an even greater number of projects are being planned or in design.

The Commission asked about how multimodal projects are evaluated in terms of modal targets and also asked about how larger projects, such as the 85<sup>th</sup> BRT station fit into this prioritization. Rod noted that identifying the benefit and cost share by mode for larger projects is a bigger deal but with smaller projects, this is much harder. He also noted that unless a project is in the CIP, it is not reflected in these modal targets so the I-405 / 85<sup>th</sup> BRT station project, as this is a Sound Transit and WSDOT project, is not reflected here but some complimentary projects may be added in the future. The Commission also asked about specific projects such as the advanced mitigation project at Forbes Creek Drive. This was discussed at length and one Commissioner asked if the advanced mitigation concept could be applied to transportation projects. Commissioners also asked about Intelligent Transportation System (ITS) projects, and Rod talked about how Phase 1 and Phase 2 of ITS improvements are completed, noted the study that the Commission was briefed upon in June and mentioned that Phase 3 is yet to come.

### **Updates from Commissioners/Staff**

Staff reported on the following:

- Citywide Transportation Connections – Staff is conducting engagement, updating the map and will bring a staff recommendation to Council likely in the fall
- Bike Share Update – Working with Gotcha with a likely launch in Spring of 2020
- I-405/NE 85<sup>th</sup> St Inline BRT Station and Interchange – Council had a study session in July and staff is drafting a letter to Sound Transit which will be approved by Council before sending

Commissioners reported on the following:

- Kurt Ahrensfield attended the Land Use and Transportation Sustainability workshop and noted parking, bicycling and transit seemed of high interest to people.
- Lisa McConnell and Faith DeBolt attended the Eastrail brand launch event on Saturday, July 20<sup>th</sup> which included a policy bike ride led by Cascade Bicycle Club.
- John Perlic noted his trip to London and the congestion toll cordon for the central city which was controversial and is the only city in the world with ultra-low emissions in the same zone. He also noted the debate about electric scooters. London does have a docked-based bike share system but does not have scooters at this time.
- Ken Dueker asked about the connections map where some of the connections seem infeasible from a grade perspective but noted he heard they were added to the map by the fire department. Kathy Brown did confirm but that most are feasible, just expensive.
- Lisa McConnell noted that the Puget Sound Regional Council's (PSRC) Bicycle and Pedestrian Advisory Committee (BPAC) is seeking new non-voting members and suggested that the Commission identify any groups that might be interested.